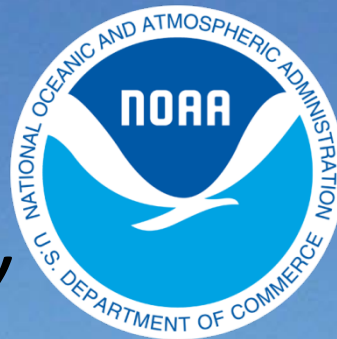


BookletChart™

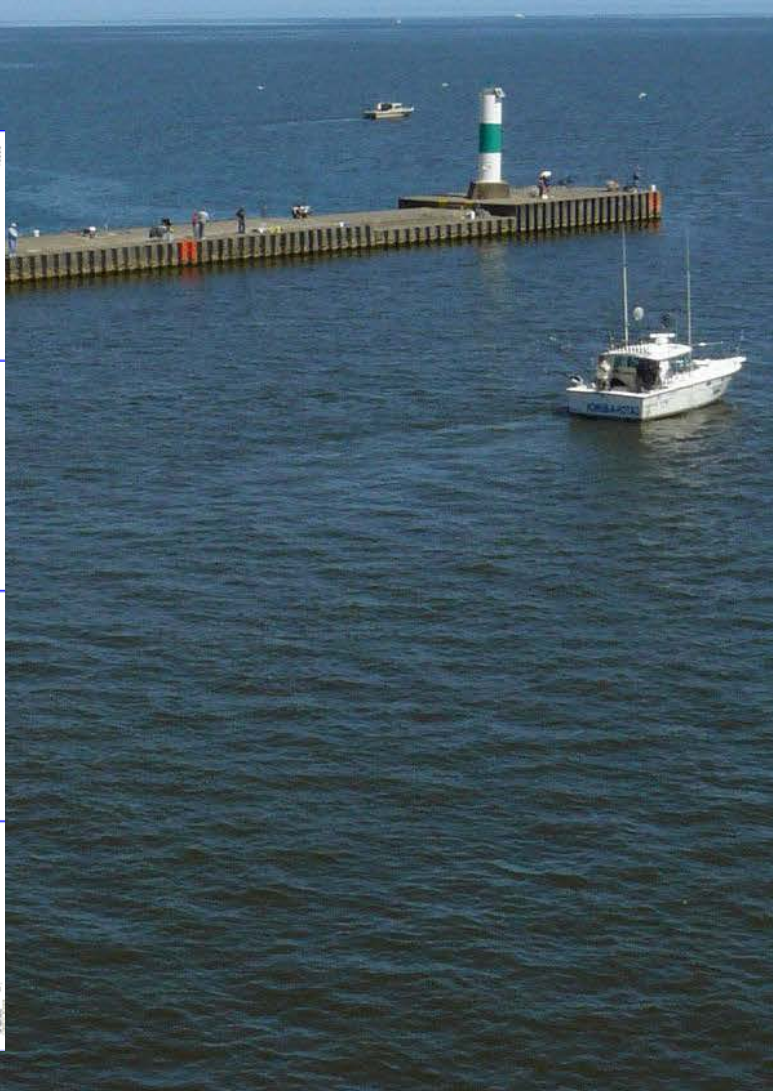
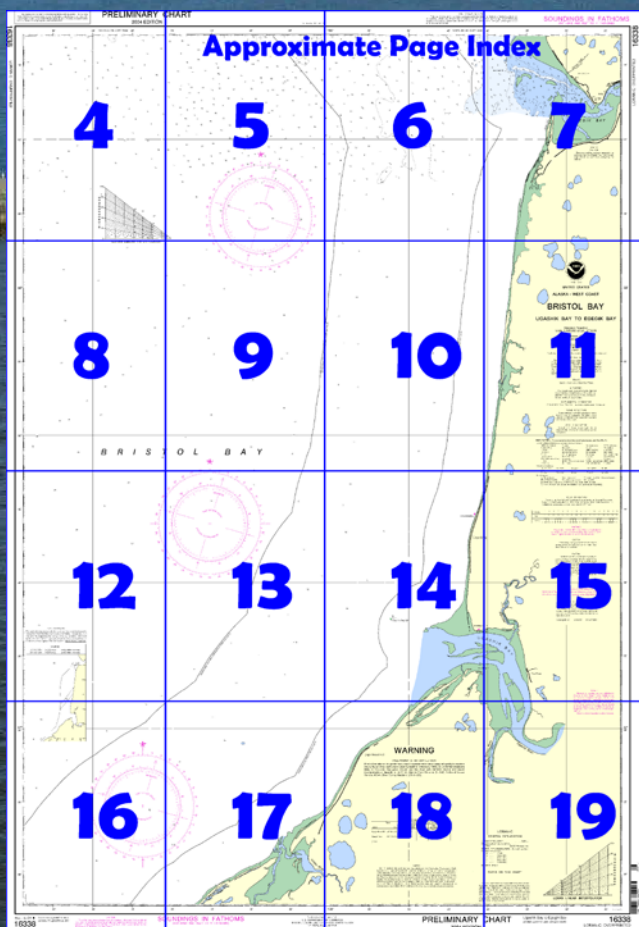
Bristol Bay – Ugashik Bay to Egegik Bay **NOAA Chart 16338**



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

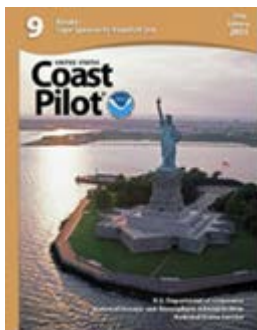
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=9.



(Selected Excerpts from Coast Pilot)

From **Port Heiden** the same low coast extends in nearly a direct line to **Cape Menshikof** (57°30.0'N., 157°55.0'W.), where the high land of Port Heiden gradually recedes from the coast. Cape Menshikof is a high bluff, extending some distance alongshore.

Cinder River, about 10 miles SW from Cape Menshikof, is a shallow indentation in the coastline that is often mistaken for the Ugashik River.

Ugashik River empties into **Ugashik Bay**, the wide indentation between Cape Menshikof and Cape Greig. The capes can be approached from W to within about 2 miles. The coast between the capes, including the river valley, appears low. **Smoky Point**, a bluff on the N side of the entrance,

is 7 miles S of Cape Greig. Here the river is about 4 miles wide at high water. The indentations between the capes, including the mouth of the river, are filled with shoals. A channel in the river has a depth of about 10 feet, but a stranger could not follow it with safety. Only launches can approach the cannery at low water because of boulders in the channel. The river is fresh at low water about 5 miles above Ugashik. Each year the cannery company anchors two floats on the N side of the channel at the entrance.

A cannery is near the entrance at **Pilot Point**. The wharf is 144 feet long, but dries at low water. Water is available on the wharf. Gasoline, fuel, and diesel oils are stored for cannery use. A machine shop and scowway are maintained by the cannery; a 4-ton crane is on the wharf. Radiotelegraph communication is maintained.

A cannery at the village of **Ugashik**, 13 miles from the entrance, has a wharf 200 feet long with a depth of 14 feet at high water, but is reported dry at half tide. Water is available on the wharf and by barge at the anchorage. Gasoline and diesel oil are stored for cannery use. The wharf has a 2-ton crane. The cannery has a machine shop and a scowway. Small tenders are beached for light hull repairs.

Pilotage, Ugashik Bay.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Bering Sea is served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)

Egegik River empties into Kvichak Bay 30 miles N of **Cape Greig**; **Cape Chichagof** is the N entrance point. It is a large river, 1 mile wide at the canneries, and is the outlet of **Becharof Lake**. (See also chart 16011.) It flows in a W direction for more than 28 miles.

The lower part of the river forms **Egegik Bay**. A large part of its area is bare at low water. At the entrance, shoal water extends 6 miles offshore and should be given a wide berth by passing vessels. Entering vessels, depending upon their draft and condition of the sea, generally cross the entrance bar between half and full tide stages only. Moderately heavy seas will break over this bar with any stage of tide, although it has 4 fathoms over it at high water. It is considered the most dangerous bar in the Bristol Bay area.

In 1982, extensive shoaling was reported in the entrance to Egegik Bay; local knowledge is advised. In 1994, a wreck was reported about 6.7 miles WNW of Coffee Point in about 58°15'19"N., 157°37'48"W.

Pilotage, Egegik Bay.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Bering Sea is served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)

Anchorage.—At the entrance to Egegik River are two partially protected anchorages with limited swinging room that are used by power scows and tugs. The principal one is the channel inside Coffee Point, with depths up to 5 feet. A smaller anchorage is just E of the wharf at Egegik, with depths from 6 to 11 feet. Ebb current at the smaller anchorage is very strong.

Egegik River is navigable to small boats for its entire length into and across Becharof Lake. Although tidal to the foot of the rapids, mean range in its lagoons is only 1 foot; 5- to 6-foot drafts can be carried through the river, but the small lagoon reduces this to 3 or 4 feet, depending upon water stage. The controlling depth of the ¼ - mile rapids of the lake outlet is 4 feet at low water stage.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

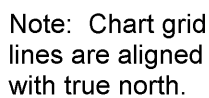
on navigable waters except Western Rivers



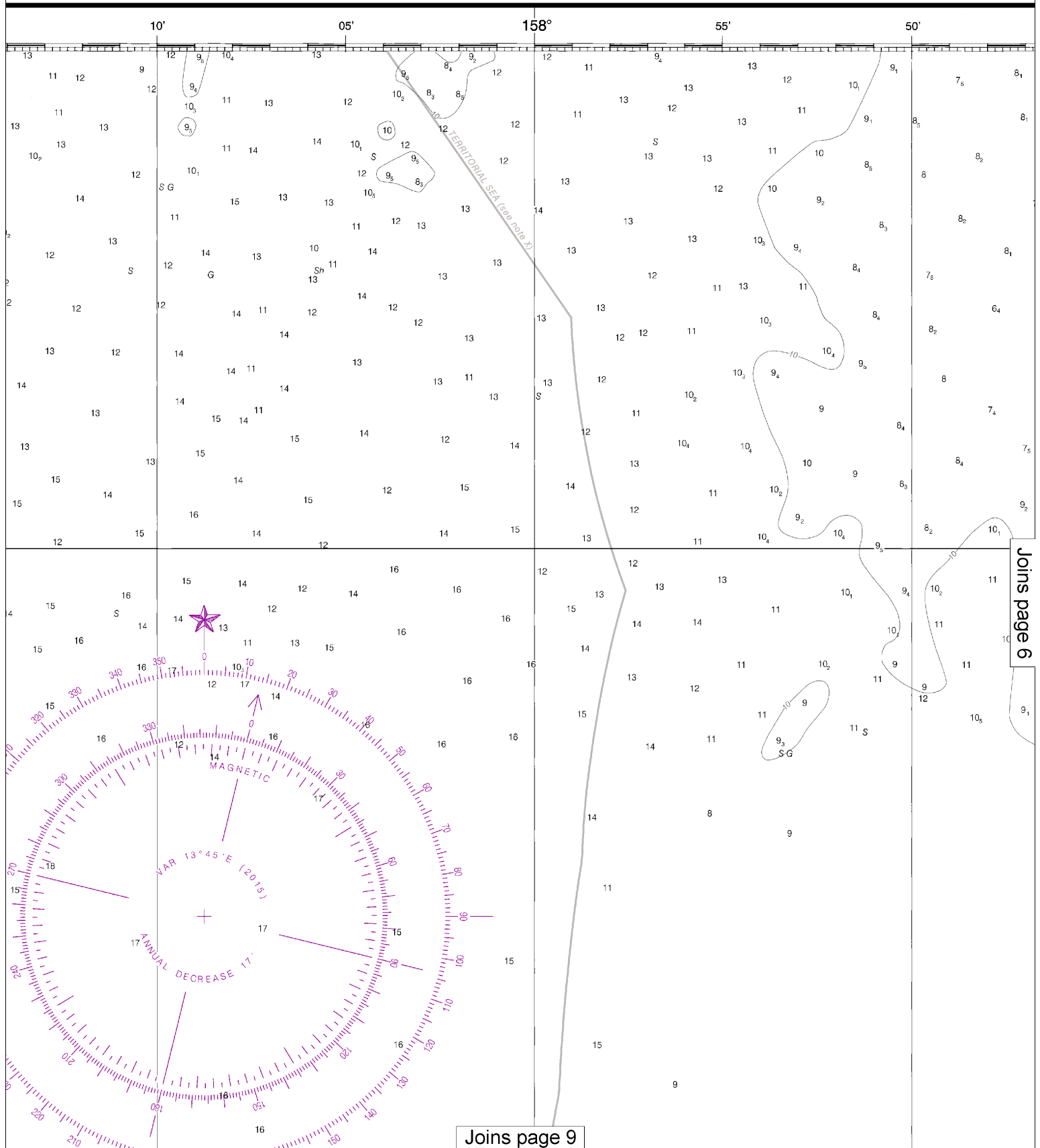
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

4



SCALE 1:100,000
Nautical Miles

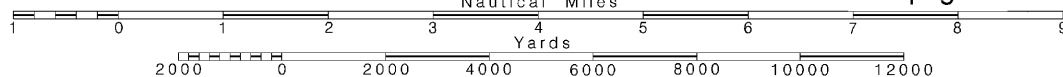


This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:133333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

Printed at reduced scale.

~~SCALE 1:100,000~~
Nautical Miles

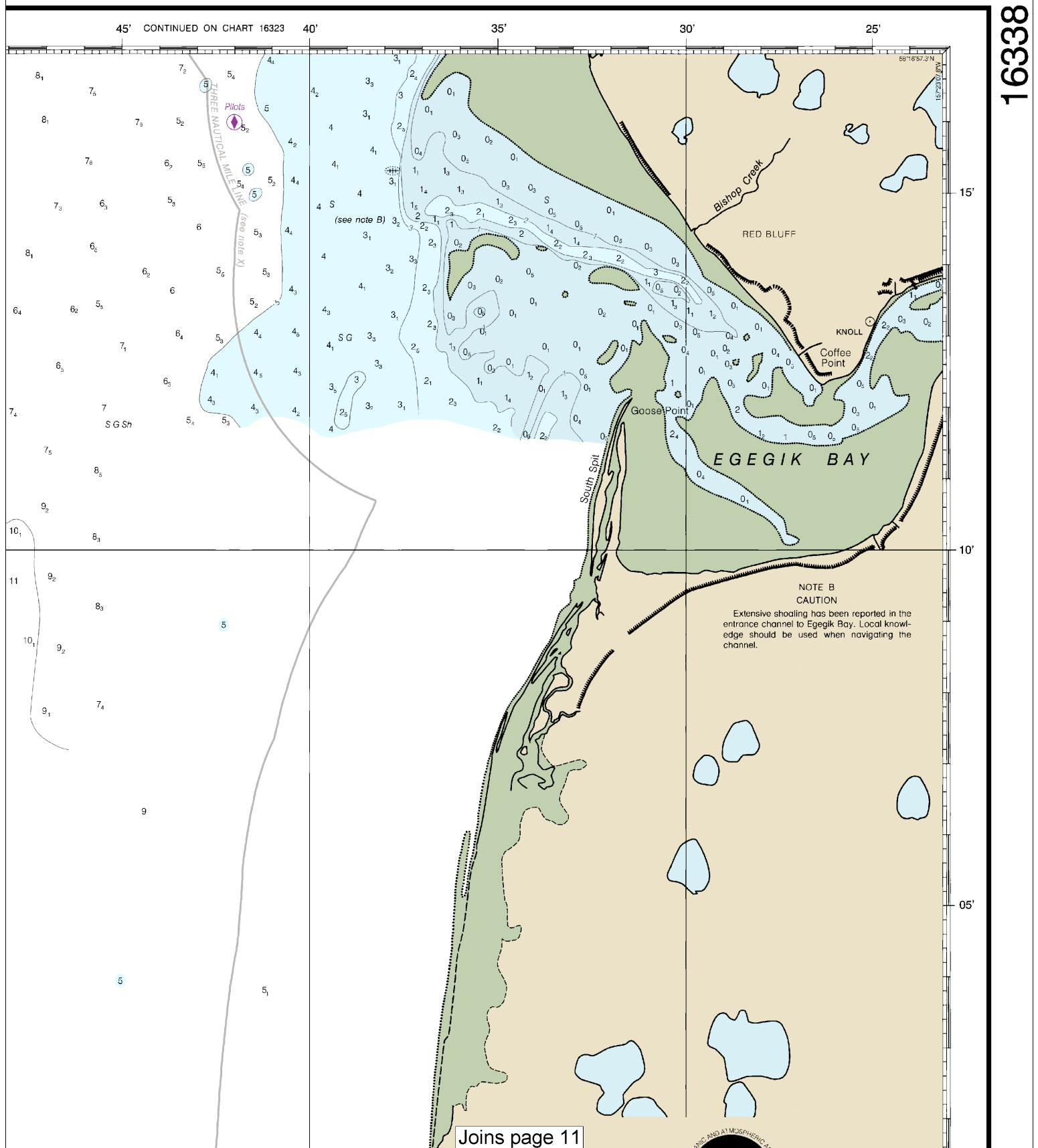
See Note on page 5.



SOUNDINGS IN FATHOMS

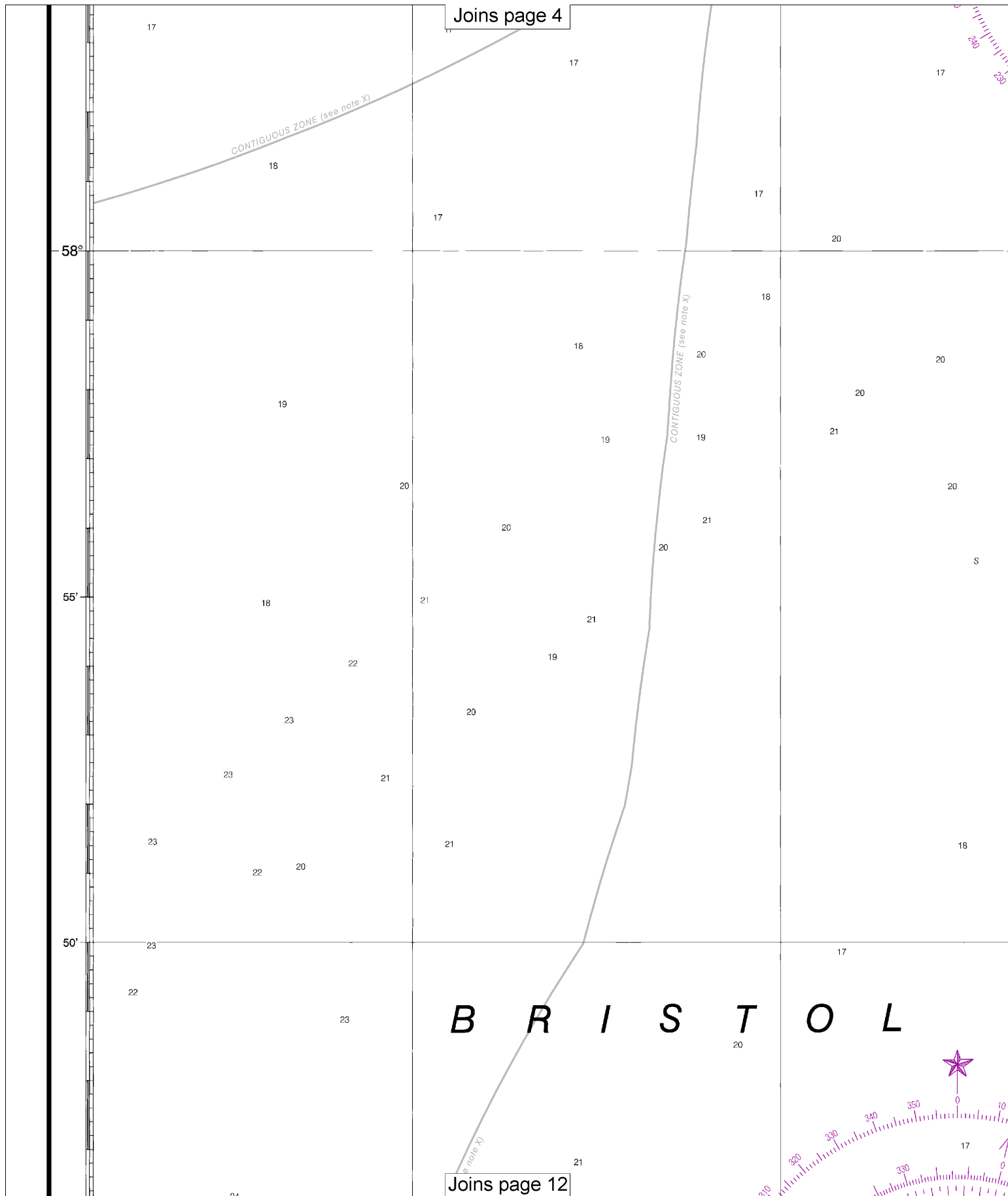
(FATHOMS AND FEET TO 11 FATHOMS)

16338



5th Ed., Mar. 2015. Last Correction: 3/18/2015. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

7



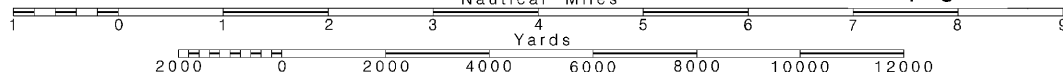
8

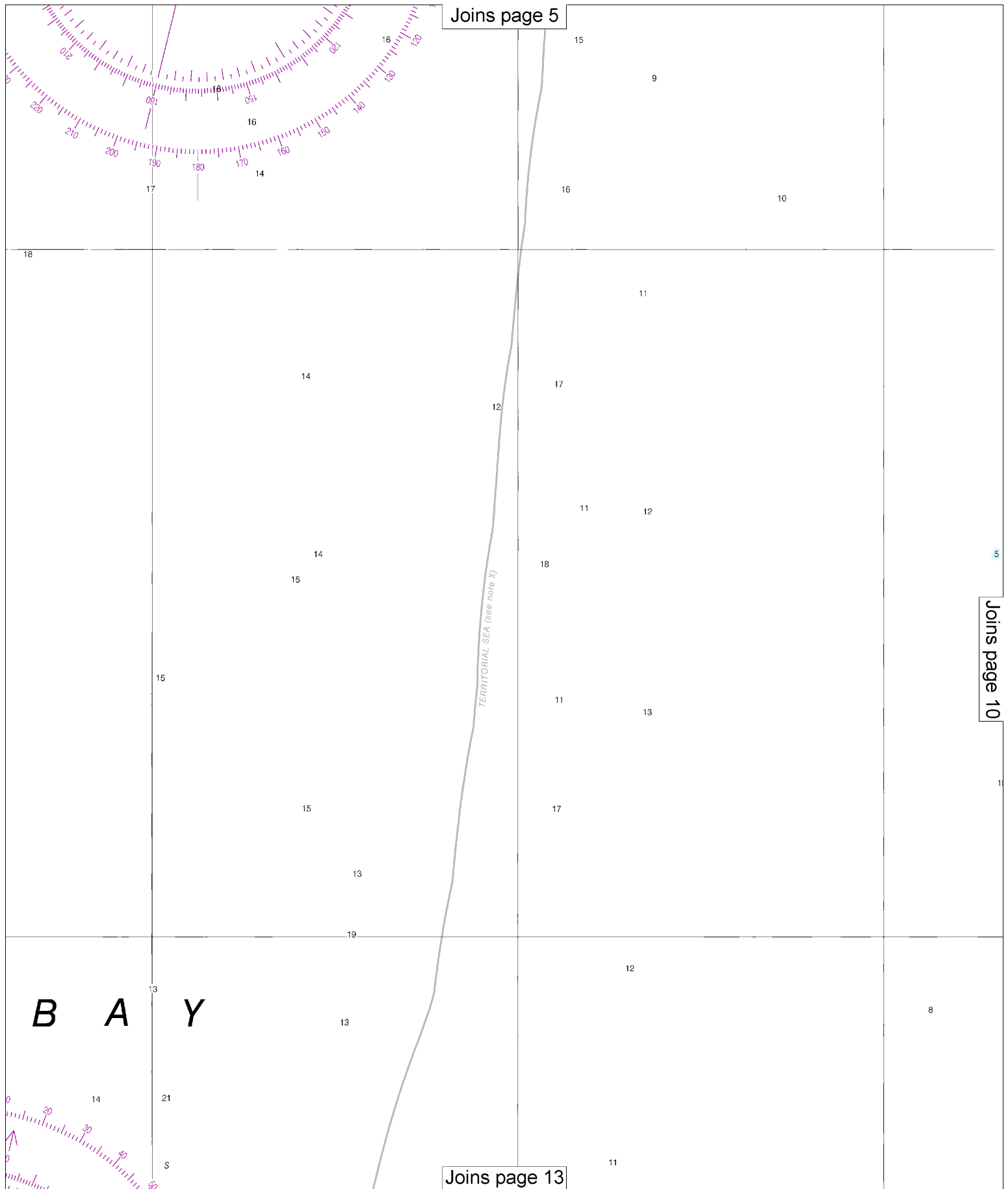
Note: Chart grid lines are aligned with true north.

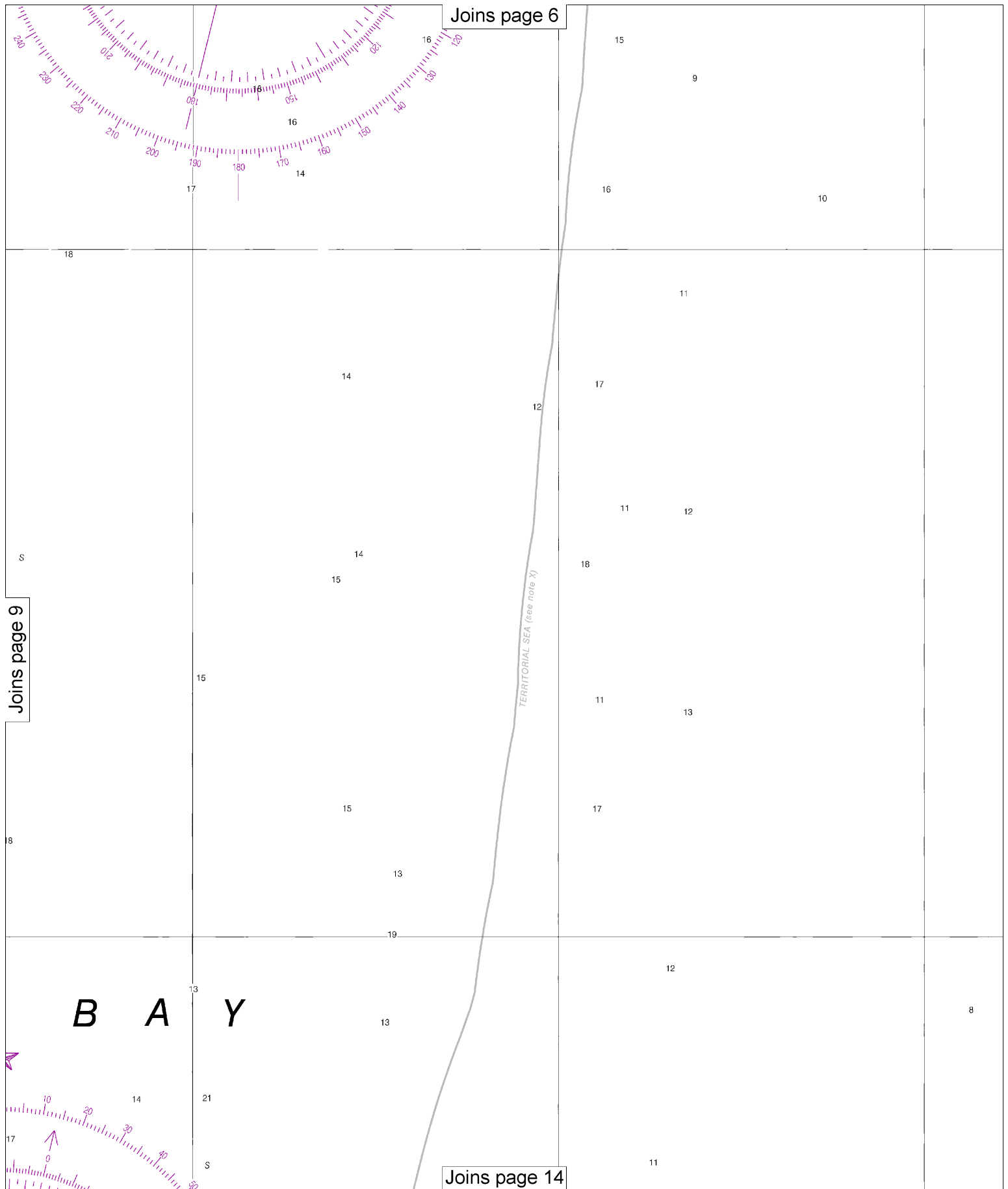
Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.







Joins page 6

Joins page 9

Joins page 14

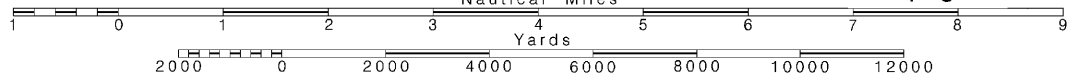
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.



Joins page 7



UNITED STATES

ALASKA - WEST COAST

BRISTOL BAY

UGASHIK BAY TO EGEGIK BAY

Mercator Projection
Scale 1:100,000 at Lat. 57°45'N

North American 1983 Datum
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected on average of 2.692" southward and 7.557" westward to agree with this chart.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautica	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Ror rotating
B black	iso isophase	OSOC obscured	s seconds
Bn beacon	LT LHO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
LD existence doubtful	PA position approximate	Rep reported	
21 Wreck rock, obstruction, or shoal swept clear to the depth indicated.			
21 Rocks that cover and uncover, with heights in feet above datum of soundings.			

Joins page 15

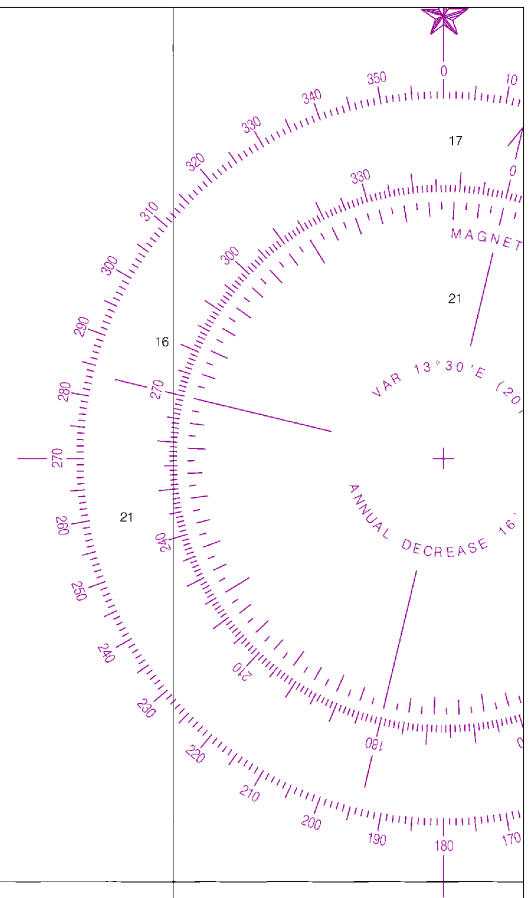
58°

55'

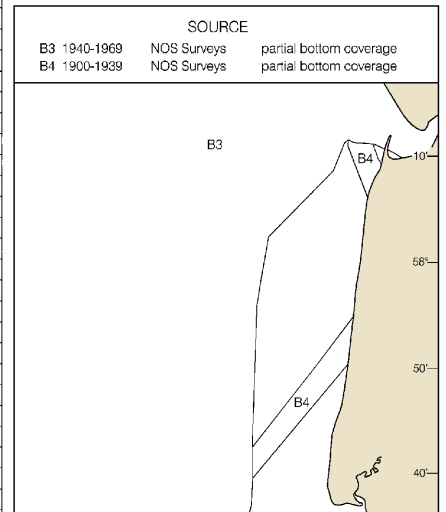
50'

Joins page 8

CONTIGUOUS ZONE (see note X)



SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter I, *United States Coast Pilot*.



Joins page 16

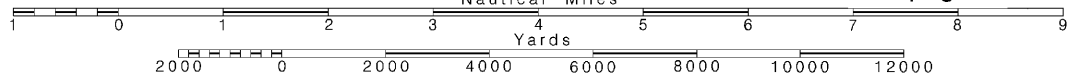
12

Note: Chart grid lines are aligned with true north.

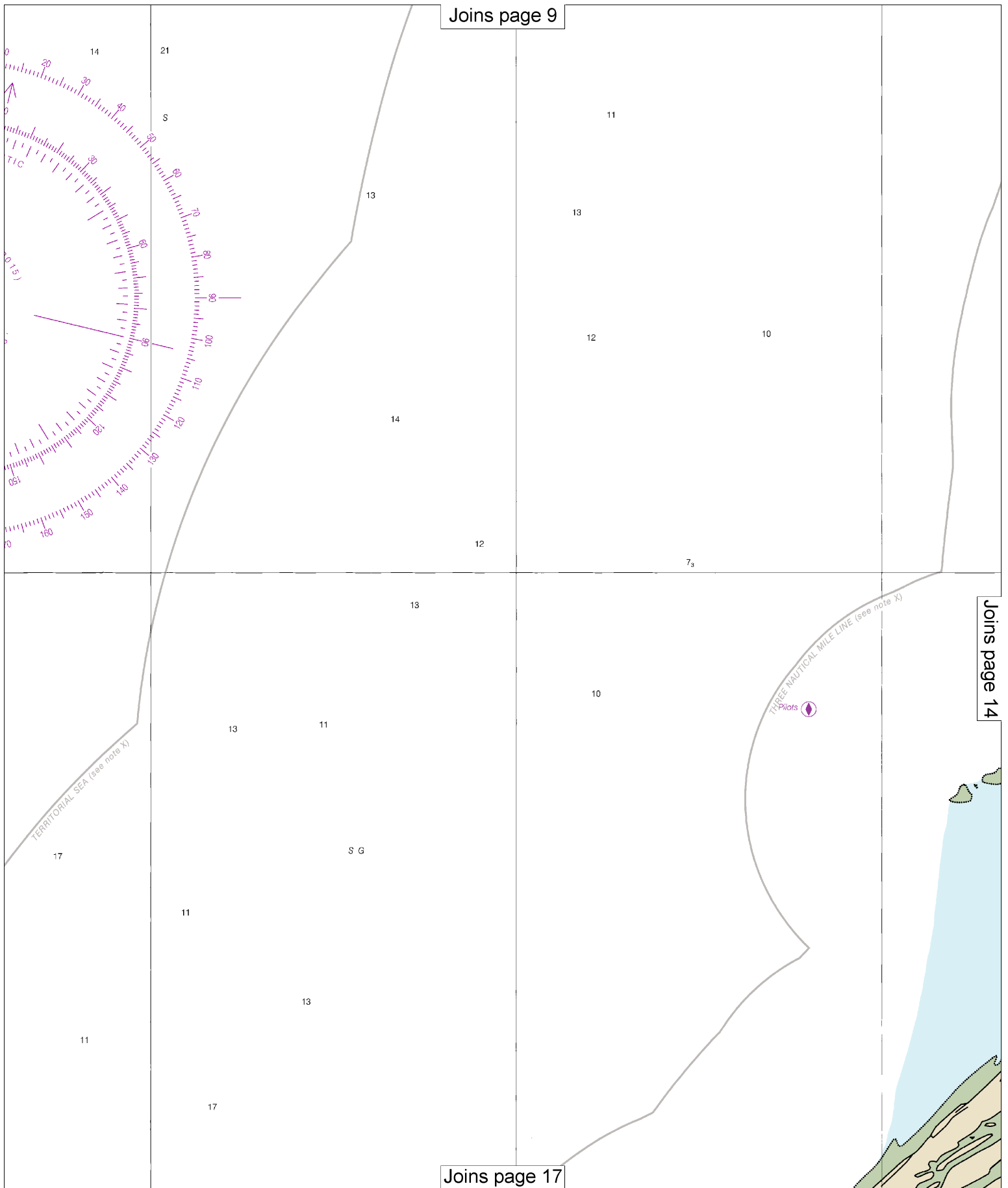
Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.



Joins page 9



Joins page 14

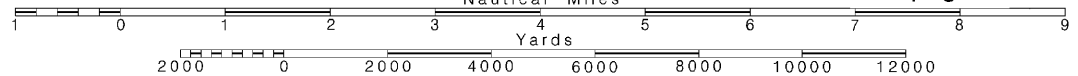
Joins page 17

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.



Bottom characteristics:
 Bids boulders
 bk broken
 Cy clay
 Co coral
 G gravel
 Grs grass
 gy gray
 h hard
 M mud
 Oys oysters
 Rk rock
 S sand
 so soft
 Sh shells
 sy sticky

Miscellaneous:
 AUTH authorized
 CD existence doubtful
 (2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.

Obstr obstruction
 PA position approximate
 PD position doubtful
 Rep reported
 Subm submerged

Micro TR microwave tower
 Mkr marker
 Ra Ref radar reflector
 R Bn radiobeacon
 W White
 WHS whistle
 Y yellow

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
 (A) (Accurate location) (A) (Approximate location)

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Tuklung Mt, AK WNG-525 162.425 MHz

NOTE A

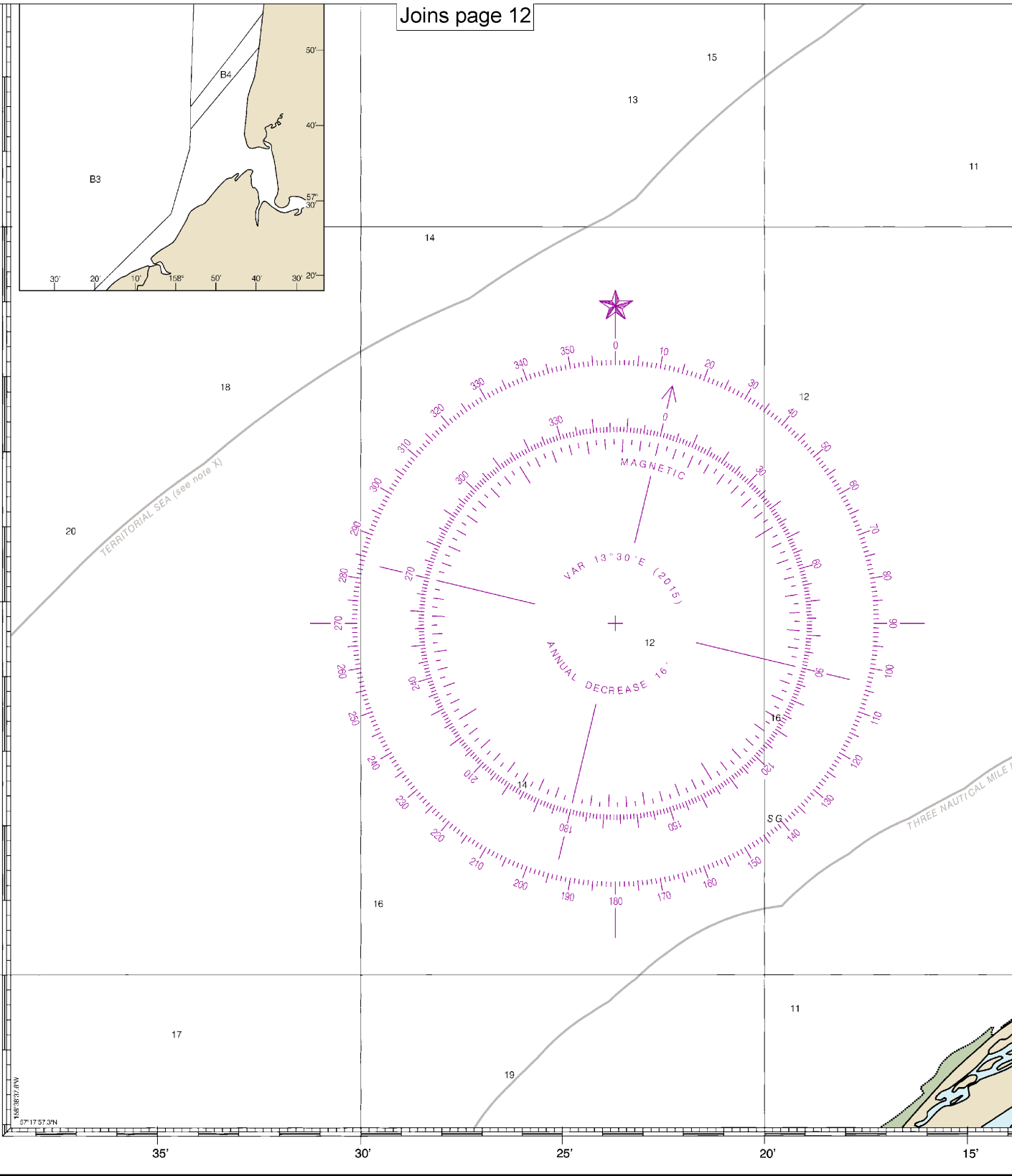
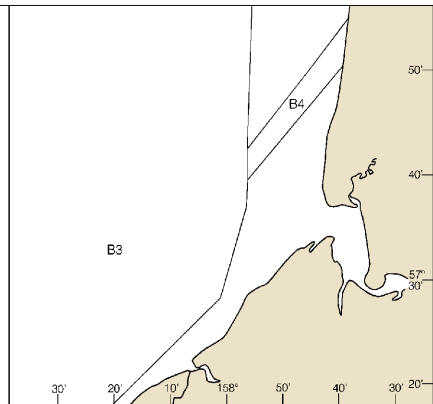
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

57°
30'

25'

20'



17

15

WARNING

Cape Menshikof

PRELIMINARY CHART 2015 EDITION

Most of the data on this preliminary chart is considered to be of charts. Many of the depths were taken by leadline in the early 190 likely in this area. Navigators should use this chart with ex discrepancies or hazards to the Chief, Marine Chart Division Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

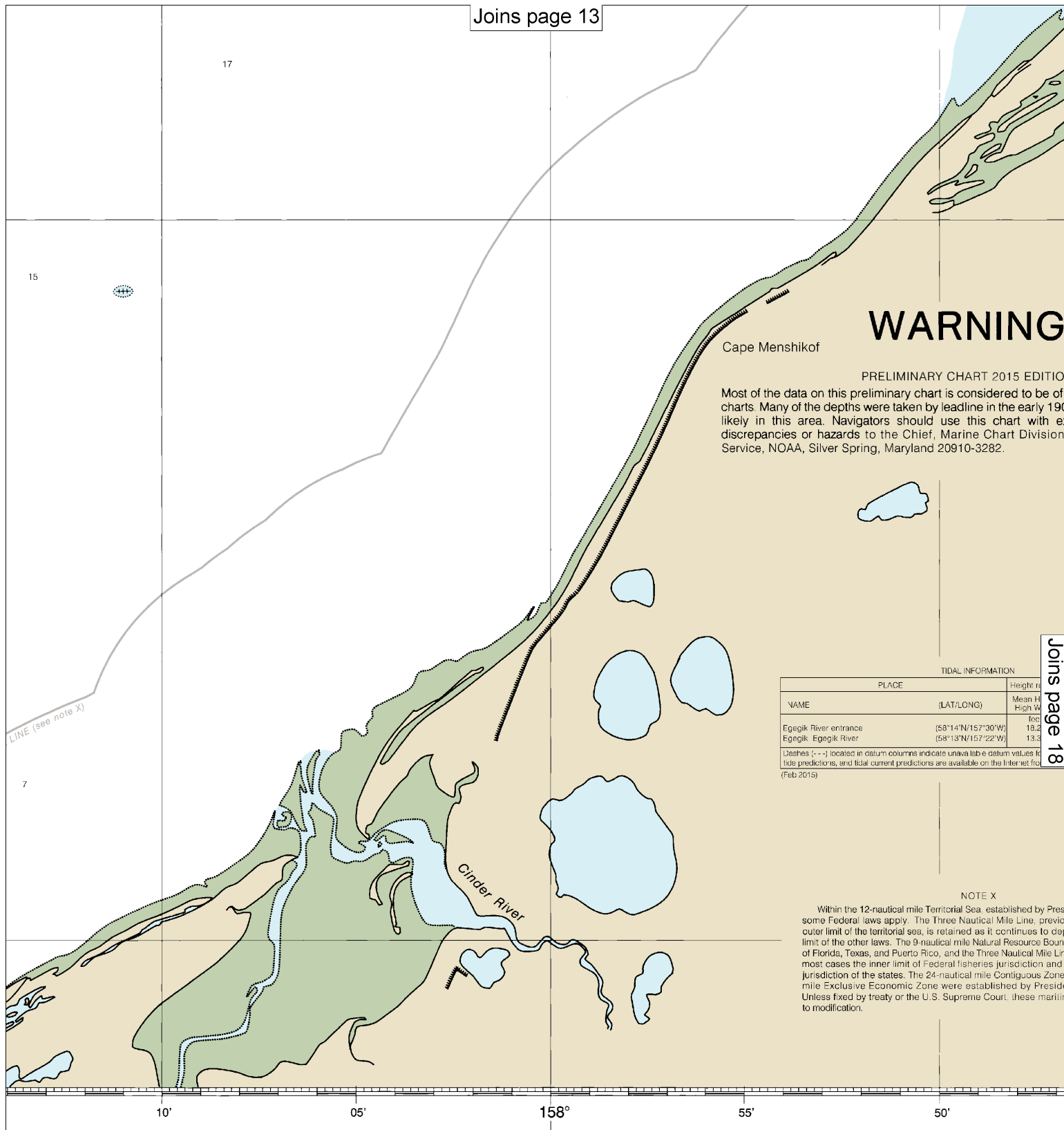
PLACE		Height re
NAME	(LAT/LONG)	Mean H High W
Egegik River entrance	(58°14'N/157°30'W)	18.2
Egegik River	(58°13'N/157°22'W)	13.3

Dashes (---) located in datum column indicate unavailable datum values for tide predictions, and tidal current predictions are available on the Internet for (Feb 2015)

NOTE X

Within the 12-nautical mile Territorial Sea, established by Pres some Federal laws apply. The Three Nautical Mile Line, previo outer limit of the territorial sea, is retained as it continues to dep limit of the other laws. The 9-nautical mile Natural Resource Bound of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Lin most cases the inner limit of Federal fisheries jurisdiction and jurisdiction of the states. The 24-nautical mile Contiguous Zone mile Exclusive Economic Zone were established by Preside Unless fixed by treaty or the U.S. Supreme Court, these mariti to modification.

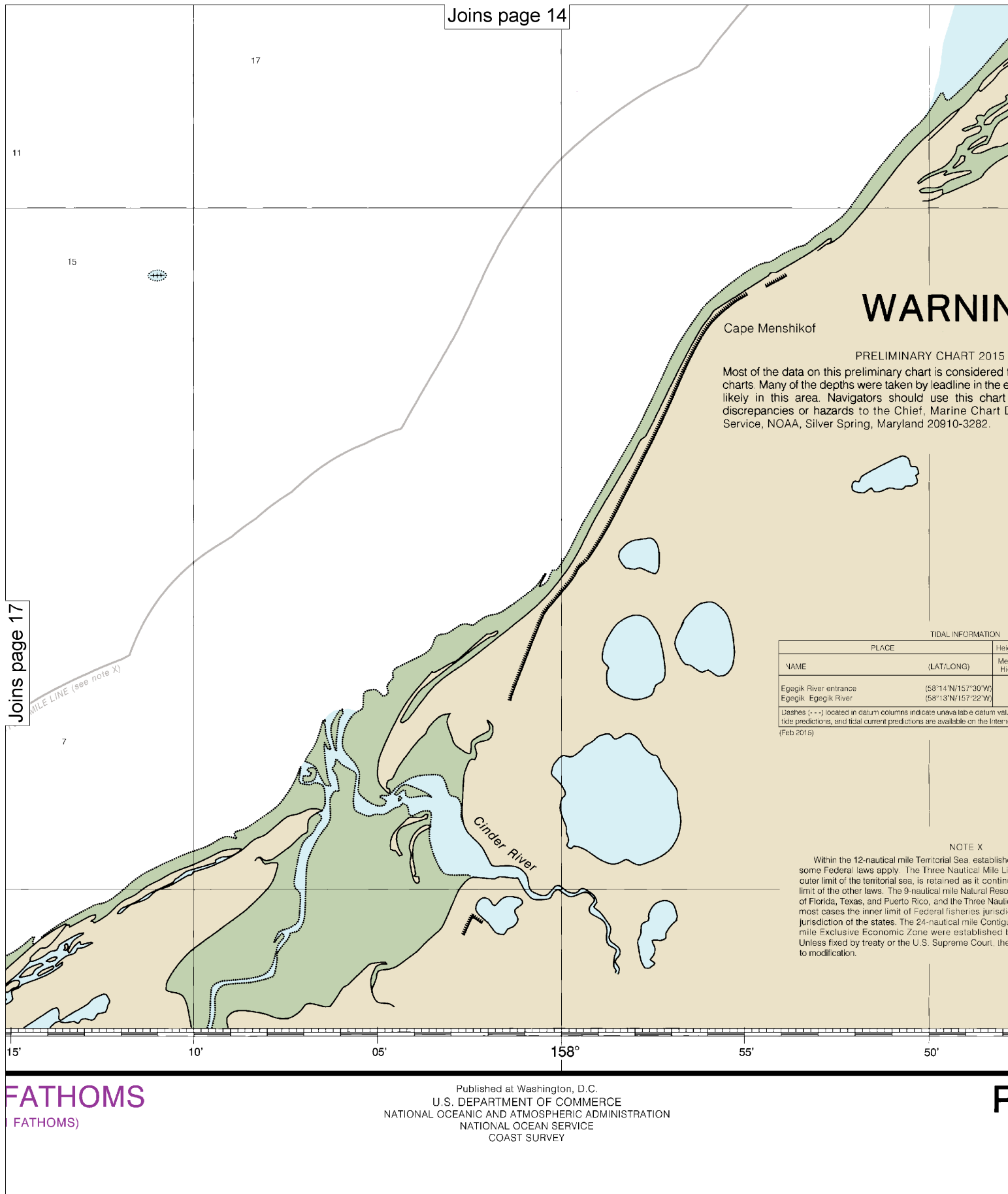
Joins page 18



THOMSON'S

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

PR



NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

NG

5 EDITION

to be of marginal quality for modern early 1900s, so uncharted shoals are with extreme caution and report Division (N/CS2), National Ocean

King Salmon River

Ugashik River

Height referred to datum of soundings (MLLW)

Mean Higher High Water	Mean High Water	Mean Low Water
feet	feet	feet
18.2	16.3	2.5
13.3	11.6	0.8

Values for a tide station. Real-time water levels, visit from <http://tidesandcurrents.noaa.gov>.

by Presidential Proclamation, Line, previously identified as the Line, to depict the jurisdictional source Boundary off the Gulf coast. The Line elsewhere remain in dictation and the outer limit of the Zone and the 200-nautical by Presidential Proclamation, these maritime limits are subject

57° 30'

25'

20'

45'

40'

35'

30'

25'

1097.0 X 750.0 mm

PRELIMINARY CHART

2015 EDITION

Ugashik Bay to Egegik Bay
SOUNDINGS IN FATHOMS - SCALE 1:100,000

16338



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

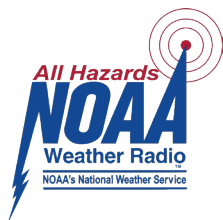
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.